

DRAWN BY : _____ DATE : _____
CHECKED BY : _____ DATE : _____

NOTES :

ASSUMED LIVE LOAD = HS 20 OR ALTERNATE LOADING, EXCEPT THAT GIRDERS HAVE BEEN DESIGNED FOR HS25.

FOR OTHER DESIGN DATA AND GENERAL NOTES, SEE SHEET SN.

THIS BRIDGE HAS BEEN DESIGNED BY STRENGTH DESIGN METHOD AS SPECIFIED IN AASHTO STANDARD SPECIFICATIONS.

REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.

DRIVE PILES AT END BENTS AND BENTS TO A REQUIRED BEARING CAPACITY OF 50 TONS PER PILE. THE REQUIRED BEARING CAPACITY IS EQUAL TO THE ALLOWABLE BEARING CAPACITY WITH A MINIMUM FACTOR OF SAFETY OF TWO.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

THE CONTRACTOR SHALL OBSERVE A 3 MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. NO OTHER WAITING PERIOD WILL BE REQUIRED FOR THE APPROACH SLAB CONSTRUCTION AT BOTH END BENTS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR CRANE SAFETY, SEE SPECIAL PROVISIONS.

PROJECT NO. EXAMPLE

 COUNTY

STATION:_____

SHEET 4 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RAILROAD

GENERAL DRAWING
BRIDGE OVER PROPOSED US 64
ON RELOCATED NC 11 BETWEEN
NC 42 & SR. 1303

REVISIONS						SHEET NO.
NO.	BY	DATE	NO.	BY	DATE	
1			3			TOTAL SHEETS
2			4			

A detailed location sketch of the proposed bridge and road layout. The sketch shows a horizontal road with a proposed bridge crossing a waterway. The road has stationing from 1+00 to 17+00. A north arrow is located in the upper left. Key features include:

- Loop A:** A curved road segment at the top of the sketch.
- Proposed Guardrail:** Indicated along the road segments.
- Proposed Bridge:** Crossing the waterway, with a note "REMOVE HW" (handwalk) on the right side.
- Woods:** Areas labeled "WOODS" on both sides of the bridge.
- Directional Arrows:** "TO WILKESBORO" pointing left and "TO WINSTON-SALEM" pointing right.
- Stationing:** 1+00, 13+00, 16+91.250, 17+00.
- Labels:** "DBLF G/P TRANSITION", "REMOVE D1", "REMOVE HW", "PROPOSED BRIDGE", "PROPOSED GUARDRAIL", "WOODS", "LOOP A", "BENCH MARK 175 RR SPIKE IN SEAM OF CONCRETE DITCH STA. 133+33.000 -Y17- 18m RT. EL. 226.156".
- Curvature Data:** "136°-58'-08" TAN TO CURVE" near station 17+00.
- Other Labels:** "€ -Y17-", "€ -RPAC-", "€ -Y17-POT. STA. 130+35.631", "RPAC- POC STA. 16+91.250".

LOCATION SKETCH

FOR UTILITY INFORMATION, SEE UTILITY PLANS AND SPECIAL PROVISIONS

THE CONTRACTOR SHALL PROVIDE INDEPENDENT ASSURANCE SAMPLES OF REINFORCING STEEL AS FOLLOWS; FOR PROJECTS REQUIRING UP TO 360,000 kg OF REINFORCING STEEL ONE 760mm SAMPLE OF EACH SIZE BAR USED, AND FOR PROJECTS OUTRIGING OVER 360,000 kg OF REINFORCING STEEL TWO 760mm SAMPLES OF EACH SIZE BAR USED, THE BARS FROM WHICH THE SAMPLES ARE TAKEN MUST THEN BE SPLICED WITH REPLACEMENT BARS OF THE SIZE AND LENGTH OF THE SAMPLE PLUS A MINIMUM LAP SPlice OF THIRTY BAR DIAMETERS.

TOTAL BILL OF MATERIAL														
	FOUNDATION EXCAVATION FOR BENTS	REINFORCED CONCRETE DECK SLAB	GROOVING BRIDGE FLOORS	CLASS A CONCRETE	BRIDGE APPROACH SLABS	REINFORCING STEEL	SPIRAL COLUMN REINFORCING STEEL	1600mm PRESTRESSED CONCRETE GIRDERS	HP 310 X 79 STEEL PILES		CONCRETE BARRIER RAIL	100mm SLOPE PROTECTION	ELASTOMERIC BEARINGS	EVAZOTE JOINT SEALS
	LUMP SUM	SO. METERS	SO. METERS	CU. METERS	LUMP SUM	kg	kg	NO. METERS	NO.	METERS	METERS	SO. METERS	LUMP SUM	LUMP SUM
SUPERSTRUCTURE		1242.9	1072.3		LUMP SUM			20 447.982			184.804		LUMP SUM	LUMP SUM
END BENT 1				50.5		3908			12	204		351		
BENT 1	LUMP SUM			99.7		8467	965		24	336				
BENT 2	LUMP SUM			115.2		9970	1406		40	640				
BENT 3	LUMP SUM			121.2		10221	1447		32	352				
END BENT 2				72.8		5079			19	314		739		
TOTAL	LUMP SUM	1242.9	1072.3	459.4	LUMP SUM	37645	3818	20 447.982	127	1846	184.804	1090	LUMP SUM	LUMP SUM

BRIDGE ON RAMP AC
OVER US 421 BETWEEN
YADKINVILLE AND
WINSTON SALEM

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